

AMENDMENTS TO THE SPECIFICATION

A. Please amend paragraph [0010] on page 3 as follows:

[0010] Onboard computer 12 includes an internet connection module, a web server secured access module, and a web page provider module. These three modules in conjunction with wireless modem 16 enable onboard computer 12 to communicate with command center 18 by way of the internet. Upon receipt of a correct password from control center 18, serves a webpage to call center 18 by way of the web page provider module 13. The served web page gives various system options to call center 18 operators, one of which is the shutdown option. If call center 18 operators select the shutdown option, onboard computer 12 requests confirmation ~~form~~ from call center 18 by requesting a vehicle shutdown password. Upon receiving a valid password, onboard computer 12 initiates a shutdown sequence. This shutdown sequence includes, amongst other things, disabling the throttle position sensor signal received by engine control computer 26 on signal input line 28. This interruption can take place using any number of techniques, such as by using computer 12 to place a voltage reference signal on line 30 which is equivalent to an engine idle reference signal. Once this "engine idle" voltage reference is placed on line 30, computer 12 activates relay 32 by way of control line 32 thereby removing from line 28 the signal present from line 24 and replacing it with the signal from line 30. This causes engine control computer 26 to receive an engine idle command thereby causing the engine to enter into an idle mode. Thus, the present invention is effective for essentially eliminating throttle position sensor 22 from the circuit causing the engine to "think" that the driver is not depressing the accelerator pedal. By disabling the vehicle in this manner, engine power is still made available for enabling power steering and power braking assist functions. It is critical that these power assist functions stay intact during a controlled shutdown operation so that if the vehicle is moving, the vehicle operator can maneuver the vehicle to a safe location.

B. Please amend paragraph [0013] on page 5 as follows:

[0013] Under this methodology, driver authentication is conducted either periodically or every ignition cycle (every time the vehicle engine 19 starts), by forcing the driver to enter an identification number. A technique of required periodic entry of an ID number guarantees that the driver is authorized even when remote communications are not possible between onboard computer 12 and command center 18. Such communications might not be possible when adverse ~~whether~~ weather conditions prohibit telecommunications between wireless modem 16 and control center 18. The periodic entry of the driver ID ensures that the driver is the driver authorized to operate the vehicle. This ID can be either fixed, changed periodically by control center 18, or changed automatically by some other means based on a shared "rolling code" algorithm. The implementation of a "rolling code" algorithm requires the truck driver to have a means for obtaining new IDs as a function of time /date (e.g., a secure ID). This ID would be a function of time, date and the vehicle ID.